

Amendments to the Drawings

The attached drawing sheets (four (4) total) include amended drawings for Figs. 1-4.

The sheets, which include Figs. 1-4, replace the original sheets that included Figs. 1-4.

REMARKS

Upon entry of this Amendment, claims 1 - 11 and 13-31 are pending in this application. Claim 12 was previously canceled. Applicant has amended claims 1, 9, 18, and 26.

Applicant thanks the Examiner for the telephone interview on March 6, 2007 with Applicant's undersigned attorney, Glen A. Weitzer. Applicant has reviewed the Examiner's Interview Summary mailed March 12, 2007 and Applicant agrees with the Examiner's summary. Also, Applicant sets forth that the Examiner's Interview Summary includes a complete and proper recollection of the substance of the interview.

While the present Office action was made final, Applicant believes that the present Amendment places the application in a condition for allowance. Therefore, Applicant respectfully requests that the Examiner enter the foregoing amendments and allowance of the claims is respectfully requested.

Applicant has amended the Specification to include the subject matter included in amended claims 1, 9, 18, and 26. Specifically, the Specification has been amended to include that the bar 80 further defines a cavity 96 having an opening 97, the opening 97 faces away from the saddlebag 55 and toward the fender support 45 when the bar 80 couples to the fender support 45 (see Fig. 4). The Specification was also amended to include that one of ordinary skill in the art would understand that each of the saddlebags 55 includes a lower end 56, an upper end 57 opposite the lower end 56 and defining an upward direction, and a cover 58 located at the upper end 57. The Specification was also amended to include that the hook 140 is in a position above positions of the first attachment pin 145 and the second attachment pin 150 (see Fig. 5).

The *MPEP* sets forth that "information contained in any one of the specification, claims, or drawings of the application as filed may be added to any other part of the application without introducing new matter." *MPEP 2163.06*. Applicant notes that the features added to the specification were included in the original drawings or are within the

common knowledge of those of ordinary skill in the art. As such, the additions to the specification are not new matter. As illustrated in originally filed Fig. 5, the hook 140 is in a position higher than or above positions of the first attachment pin 145 and the second attachment pin 150. Furthermore, as illustrated in originally filed Fig. 4, the bar 80 defines a cavity that faces away from the saddlebag 55 when the bar 80 coupled to the fender support 45. Also, one of ordinary skill in the art would understand that a saddlebag includes a lower end, an upper end opposite the lower end and defining an upward direction, and a cover located at the upper end. Accordingly, Applicant respectfully requests that the Examiner enter the foregoing amendments to the Specification.

Applicant has amended Figs. 1-4 to include reference numbers for the lower end 56, the upper end 57, and the cover 58 in view of the amendments to the Specification set forth above. Applicant requests that the Examiner replace original Figs. 1-4 with amended Figs. 1-4 enclosed herewith.

The Examiner has rejected claims 1, 8, 26, 27 and 30 under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 6,499,638 (“Campbell”).

Amended claim 1 recites, among other things, a saddlebag mounting system including a saddlebag and a saddlebag frame. The saddlebag includes a lower end, an upper end opposite the lower end and defining an upward direction, and a cover located at the upper end. The saddlebag frame includes a hook member adapted to couple to a portion of the motorcycle to at least partially support the saddlebag. The saddlebag frame further includes a first attachment member and a second attachment member spaced a distance from the first attachment member. The first and second attachment members are configured to couple the saddlebag frame to the portion of the motorcycle. The hook member is in a position above positions of the first and second attachment members and located between the first and second attachment members.

Campbell discloses a bag 1 that is detachable from a mounting plate 2 (Fig. 1). The bag 1 includes female coupling members 6 that receive male coupling members 8 of the

mounting plate 2. The mounting plate includes a J-shaped lip 7 that receives the seam 5 of the bag 1.

Campbell does not teach or suggest, among other things, a hook member in a position above the position of first and second attachment members relative to an upward direction defined by the upper end, the lower end, and the cover of the saddlebag. Rather, Campbell discloses the seam 5 of saddlebag beneath the female coupling members 6. Accordingly, Campbell does not teach or suggests all of the subject matter of amended claim 1, and therefore amended claim 1 is allowable for these and other reasons. Claims 2-8 depend from allowable claim 1 and are therefore allowable for these and other reasons.

Amended claim 26 recites, among other things, a saddlebag assembly that includes a saddlebag, a hook coupled to the saddlebag and adapted to engage the motorcycle, a first attachment member, and a second attachment member. The saddlebag includes a lower end, an upper end opposite the lower end and defining an upward direction, and a cover located at the upper end. The first and second attachment members substantially inhibit movement of the saddlebag in the upward direction when the saddlebag is coupled to the motorcycle and the hook is in a position above positions of the first and second attachment members and located between the first and second attachment members.

Campbell does not teach or suggest, among other things, a saddlebag frame including a hook in a position above positions of first and second attachment members relative to an upward direction defined by the upper end, the lower end, and the cover of the saddlebag. Rather, Campbell discloses the seam 5 of saddlebag beneath the female coupling members 6 (see Fig. 1 of Campbell). Accordingly, Campbell does not teach or suggests all of the subject matter of amended claim 26, and therefore amended claim 26 is allowable for these and other reasons. Claims 27-31 depend from allowable claim 26 and are therefore also allowable for these and other reasons.

The Examiner has reject claims 2-5, 7, 9-11, 13, 14, 16-22, 24, 28, and 29 under 35 U.S.C. § 103(a) as being unpatentable over Campbell in view of United States Patent Application Publication No. 2003/0122002 ("Monson").

Amended claim 9 recites, among other things, a saddlebag mounting system that includes a saddlebag mount fixedly attached to a fender support of a motorcycle. The saddlebag mount includes a bar attached to and extending along the fender support. The bar defines a cavity having an opening that faces away from the saddlebag and configured to face toward the fender support. The bar includes a first attachment member disposed within the cavity and adapted to couple to a saddlebag.

Monson discloses a saddlebag 40 and a saddlebag frame 44 (Fig. 2A). A mounting structure 64 that includes bolts 56 that receive pins 68 mount the frame 44 and saddlebag 40 to the fender strut 14 (Fig. 5).

Campbell and Monson, either alone or in combination, fail to teach or suggest, a saddlebag mount fixedly attached to a fender support and including a bar that defines a cavity having an opening that faces away from the saddlebag and configured to face toward the fender support, the bar including a first attachment member disposed within the cavity and adapted to couple to the saddlebag. Rather, Campbell discloses the mounting plate 2 having mounting holes 10 (Fig. 2). The mounting holes 10 are used to secure the plate 2 to a motorcycle and male coupling members 8 that extend outwardly from the plate 2 are received by female coupling members 6 of the saddlebag 3 to secure the saddlebag 3 to the plate 2. Monson discloses attaching the frame 44 to the fender strut 14 using bolts 56 that are located in holes 76 of the plate 72. Accordingly, neither Campbell nor Monson, alone or in combination, teach or suggest all of the subject matter of amended claim 9, and therefore claim 9 is allowable for these and other reasons. Claims 10, 11, and 13-17 depend from allowable claim 9 and are therefore allowable for these and other reasons.

Amended claim 18 recites, among other things, a saddlebag and a saddlebag mount that includes a bar that extends along a portion of the length of a motorcycle. The bar defines

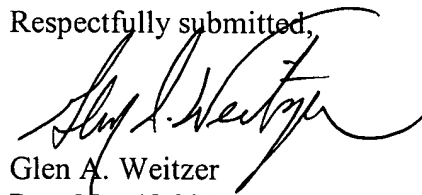
a cavity having an opening that faces away from the saddlebag and configured to face toward the motorcycle. The bar includes a first attachment member disposed within the cavity and adapted to couple to the saddlebag.

Applicant sets forth that amended claim 18 is allowable over Campbell in view of Monson for the reasons set forth above in response to the Examiner's rejection of claim 9. Similar to amended claim 9, amended claim 18 recites a saddlebag mount that include a bar that extends along a portion of the length of a motorcycle. The bar defines a cavity having an opening that faces away from the saddlebag and configured to face toward the motorcycle and the bar includes a first attachment member disposed within the cavity and adapted to couple to the saddlebag. Accordingly, amended claim 18 is allowable for these and other reasons. Claims 19-25 depend from allowable claim 18 and are therefore allowable for these and other reasons.

While the present Office action was made final, Applicant believes that this Amendment places the application in a condition for allowance. Accordingly, Applicant respectfully requests that the Examiner enter the foregoing amendments and allowance of the claims 1-11 and 12-31 is respectfully requested.

The Examiner is invited to contact the undersigned attorney should the Examiner determine that such action would facilitate the prosecution and allowance of the present application.

Respectfully submitted,



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